

TRANSIT IN THE 1800s

Utah's first form of transit was horse-drawn passenger carriages. By the turn of the century, Salt Lake became one of the first American cities to use rail and electric trolleys for inter-urban transportation.

TRANSIT USE DECLINES

As personal automobiles became more available in the 1950s and '60s, the demand for public transit in Utah declined, and many rail and trolley lines were removed or paved over.

In 1968, private bus transit provider Salt Lake City Lines opted to discontinue service. Salt Lake City viewed public transportation as a necessity and entered into a two-year agreement with Union Street Railway to provide transit to its residents.

PUBLIC TRANSIT DISTRICT ACT OF 1969

The Utah Legislature passed a bill in early 1969 allowing individual localities to form transit districts.

In November of that year, residents in Salt Lake City, Bingham, Midvale, Murray and Sandy opted to form a public transit district, leading to the establishment of UTA on March 3, 1970. Over the years, UTA's service area grew to include all of Weber, Davis and Salt Lake counties and select municipalities in Box Elder, Tooele and Utah counties.

BUS SERVICE

Since its founding, UTA has provided a variety of bus services including local, express, paratransit and ski bus offerings to Wasatch Front residents.

TRAX LIGHT RAIL

In December 1999, TRAX light rail service debuted with the opening of UTA's 15-mile Sandy/Salt Lake Line. Two years later, the agency opened the 2.5 mile University Line linking downtown Salt Lake City with the University of Utah. In 2003, UTA completed the University Line with the 1.5 mile Medical Center Extension, which connects the school's stadium and medical center complex.

FUTURE PLANS

UTA is currently constructing a 44-mile commuter rail line from Weber County to downtown Salt Lake City and has plans to eventually extend it from Brigham City to Payson.

Other future rail projects include light rail extensions to West Valley City, South Jordan, Draper, and the Salt Lake City International Airport.

In addition, the agency is planning several bus rapid transit projects, which use buses to mimic light rail operations. UTA will also continue to expand its regular express and local bus services throughout its district.

"Good people creating a good transportation value for a better quality of life."